



INSTALLATION & USER'S GUIDE

Indian Scout
Auto Clutch

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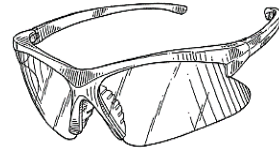
OVERVIEW

This kit replaces many of the OE (Original Equipment) or “stock” clutch parts. The following is a summary of what is replaced:

- This kit will replace all the OE frictions and drive plates with a Rekluse TorqDrive® clutch pack and EXP disk.






INSTALLATION TIPS

- Read the separate included Safety Information document before operating the vehicle with the product installed.
- Read this entire document before performing any steps.

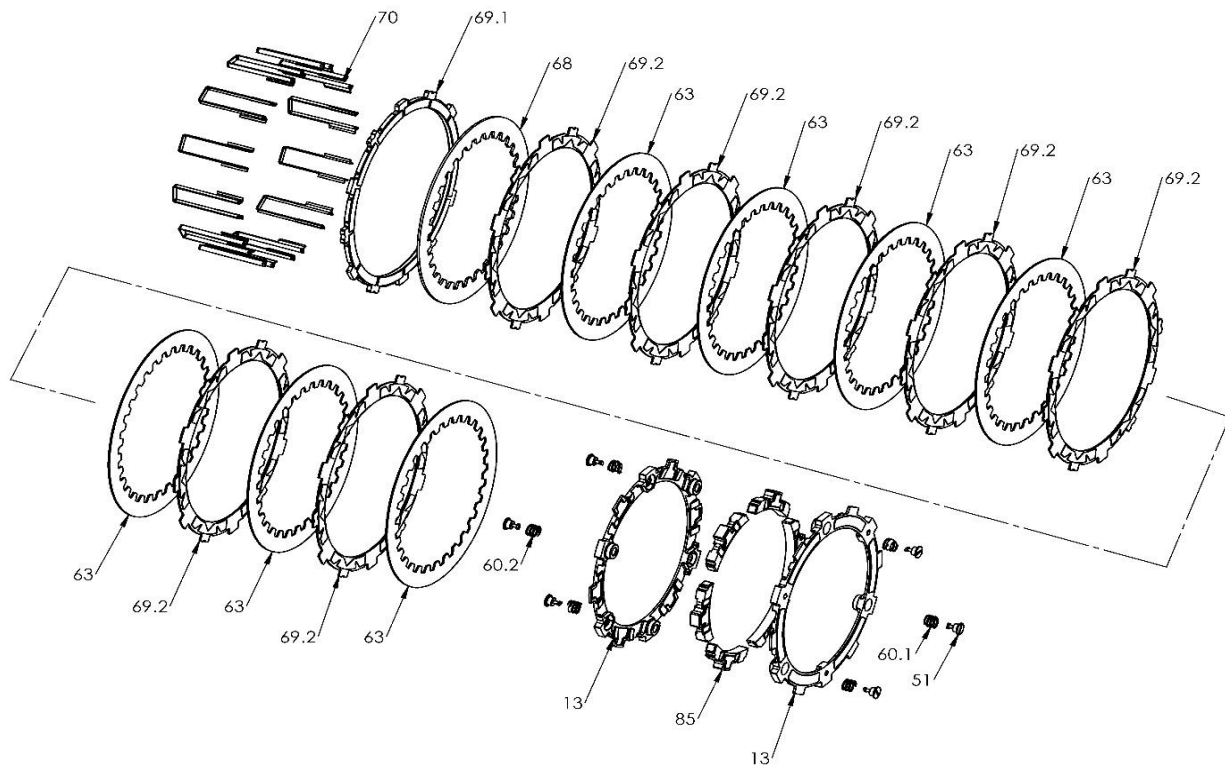


- If you install this product for a customer or another person, instruct them to read the **Safety Information** document and the **Installation and User Guide** before operating the bike with the product.
- Protect eyes and skin – wear safety glasses and work gloves.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Rekluse offers Factory Formulated Oil™ developed specifically for Rekluse products. Rekluse Factory Formulated Oil is a perfect complement to any OEM or aftermarket wet clutch. Visit www.rekluse.com to learn more.
- Inspect your OE cable for fraying and replace if needed.

TOOLS

				
Socket set	Hex key set	Metric Wrenches	Torque Wrench	Pick

INCLUDED PARTS



Item	Description	Qty.
68	Steel drive plate – Thick, .065 in	1
63	Steel drive plates – .040 in	7
69.1	TorqDrive® friction disk – Thick	1
69.2	TorqDrive® friction disks	7
60.2	EXP adjustment springs - Gold	6
Not Shown	EXP adjustment springs - Blue	3
13	EXP bases	2
85	Wedge Assembly	6
51	Fastener – ¼ turn pin	6
70	Basket sleeves	12
Not Shown	Velcro Strap	1
Not Shown	Orange Free Play Gain rubber band	1

Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

BEFORE YOU BEGIN

It is necessary to drain the oil from the bike before you can install the Rekluse clutch pack. You can purchase an oil filter and new drain crush washers from an authorized Polaris/Indian dealer.

Part numbers:

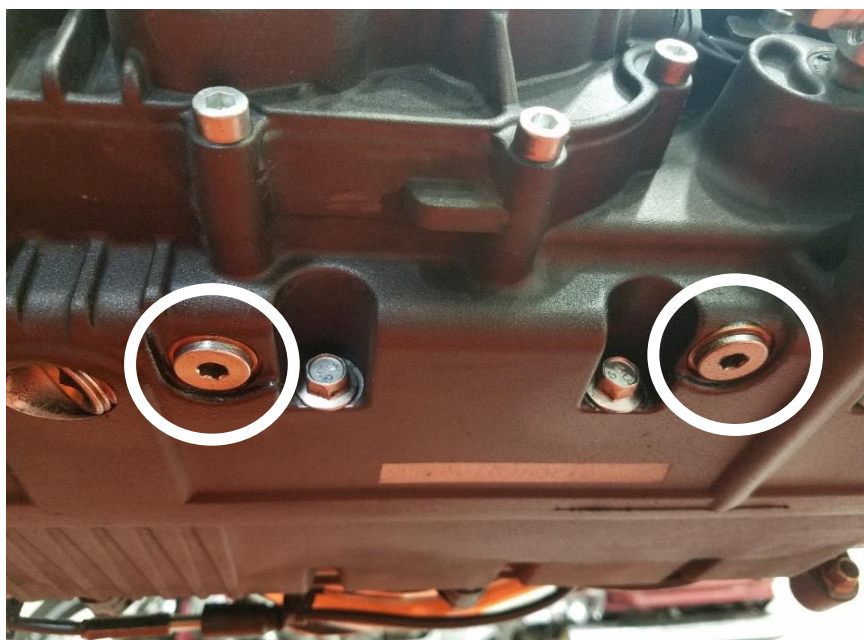
- Oil filter #2520799
- Crush washer (2) #5812232

PREPARE BIKE FOR INSTALLATION

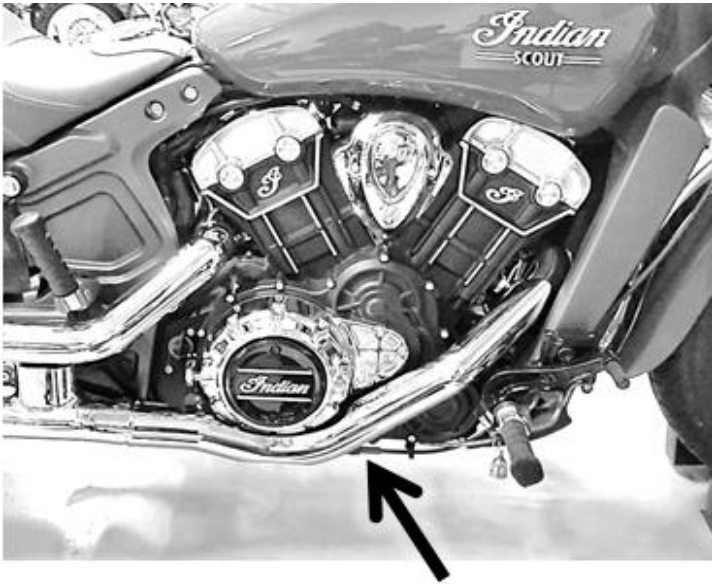
1. Stand the bike up on a suitable bike stand.



2. On the underside of the bike, use a hex key to remove the two drain screws and crush washers, then drain the oil into a suitable container.



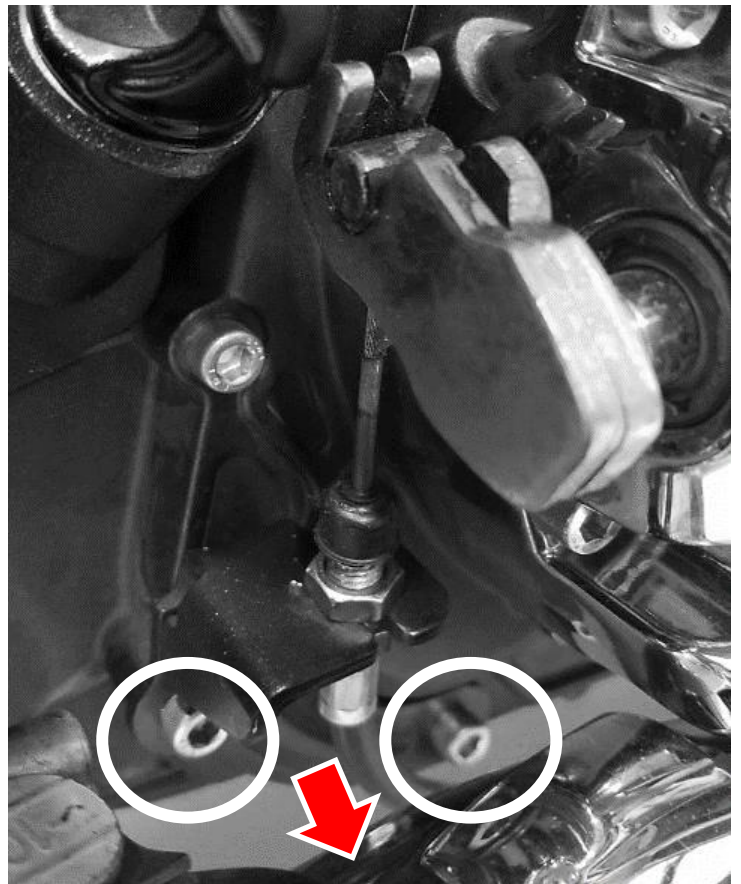
3. Use a 10 mm and 12 mm wrench to loosen and collapse the in-line cable adjuster.



DISASSEMBLE CLUTCH

1. Remove the 2 bolts that hold the clutch cable bracket in place on the side of the engine.

Note: *These are located behind the lower exhaust header pipe.*



2. With the bracket loose, remove the cable end from the clevis of the clutch actuator arm.

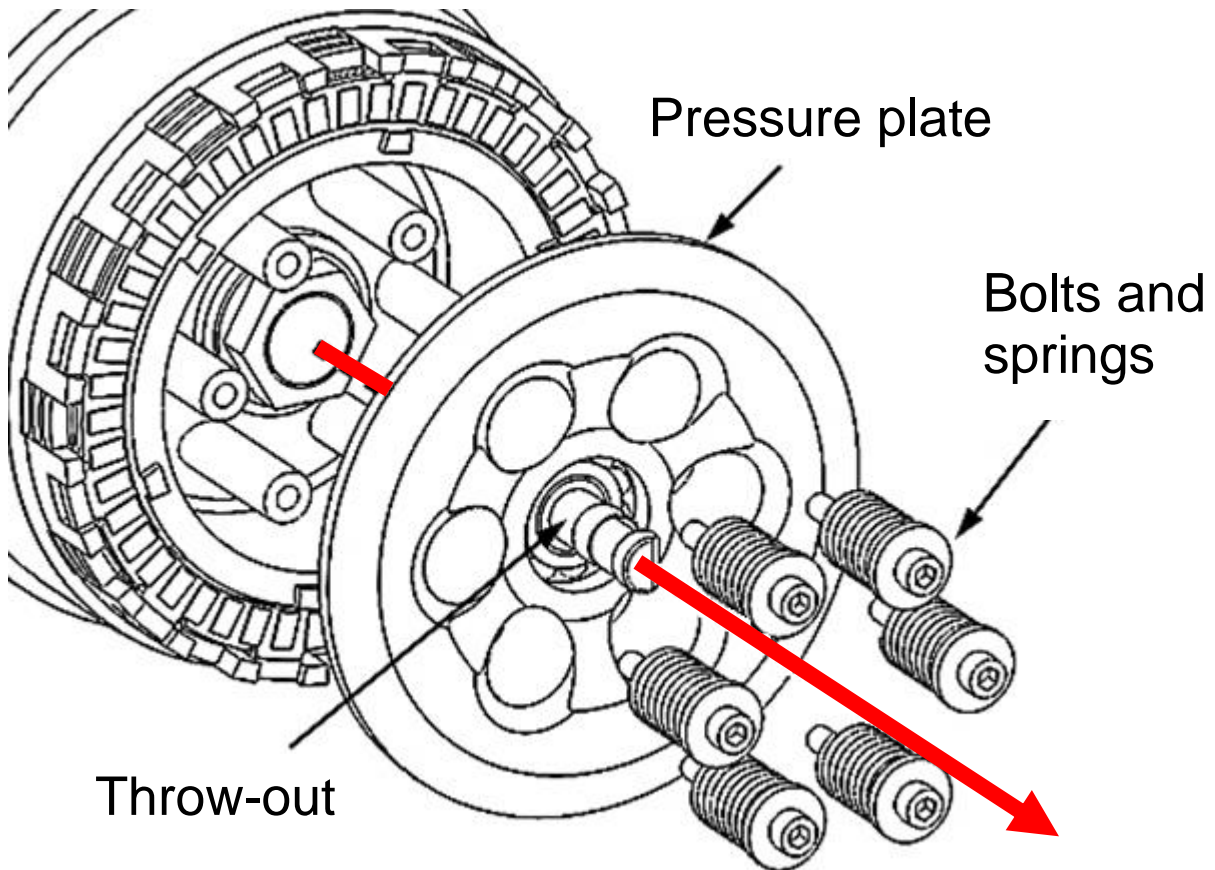


3. Remove the 13 clutch cover bolts followed by the clutch cover.

Note: This may require loosening bolts (at the cylinder head and rear clamp) that hold the lower exhaust header pipe in place.

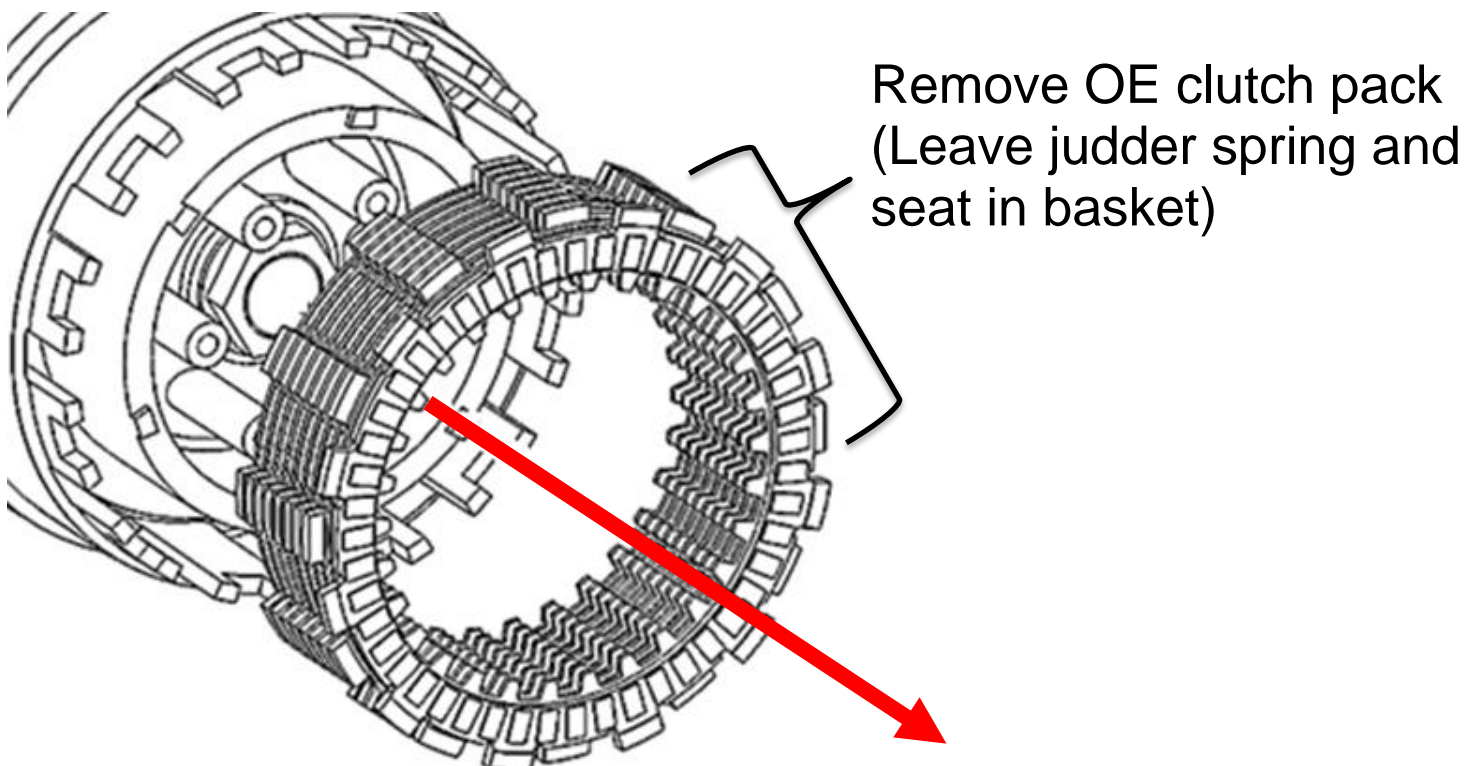


4. Remove the OE bolts and springs, then remove the pressure plate with the throw-out. Set them aside. They will be reused.



5. Remove the entire OE clutch pack (all the friction and drive plates). They will not be reused.

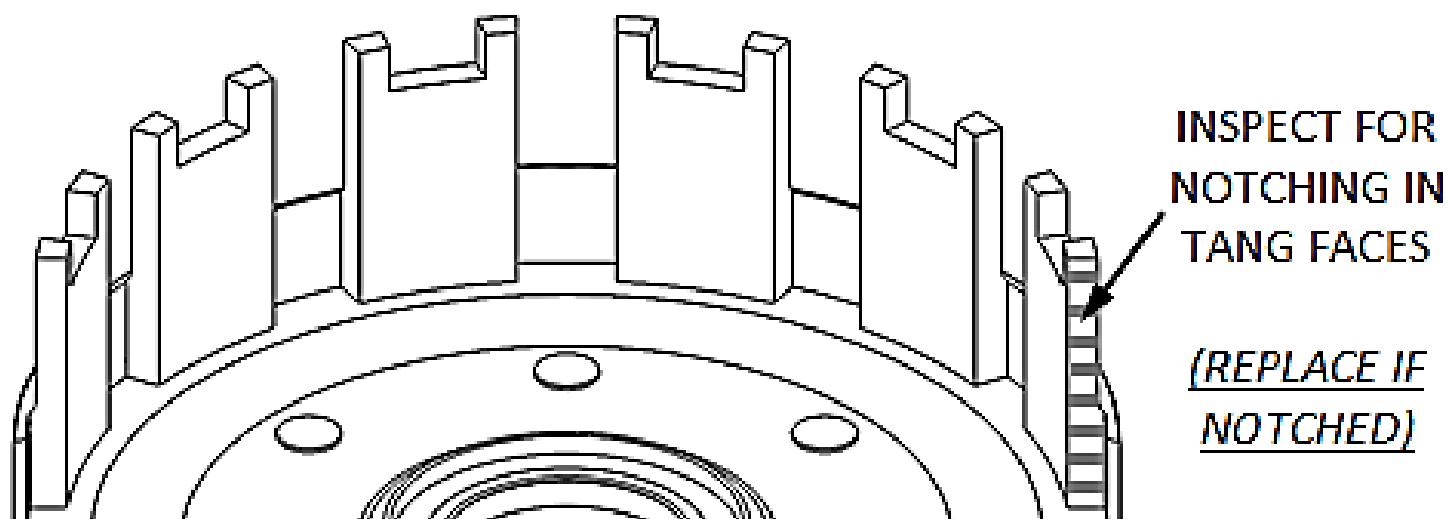
Note: It may be necessary to use picks to reach and remove the bottom of the clutch pack. The judder spring and seat can remain in the clutch basket. They will be reused.



6. Inspect the clutch basket for notching. Do not install sleeves or use product with a notched basket. Notched basket tang faces can cause the sleeves to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace basket if necessary.

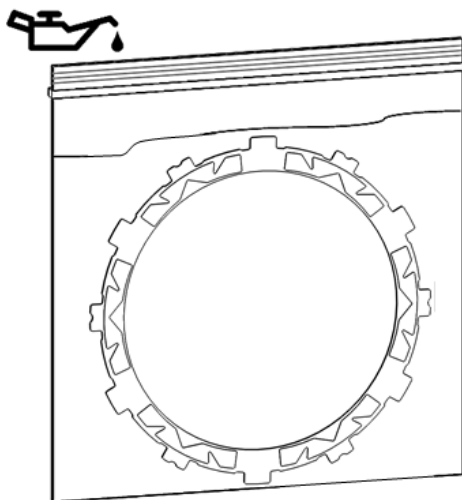
⚠ WARNING

Failure to inspect the basket and replace if necessary could result in death, serious injury, and/or property damage.



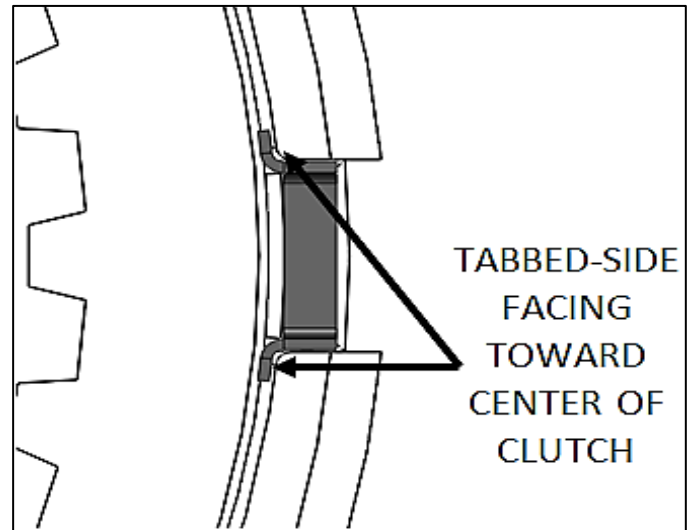
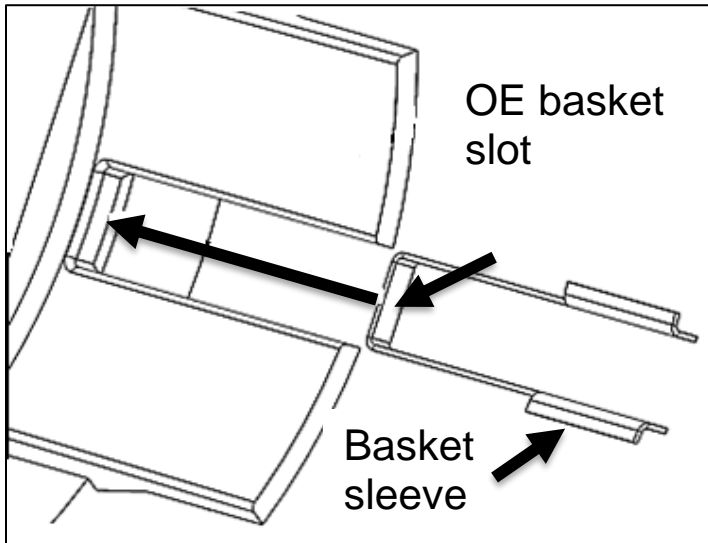
INSTALL THE CLUTCH PACK

1. Soak the EXP disk and the friction disks in new engine oil for 5 minutes. Make sure the disks are coated in oil on both sides.

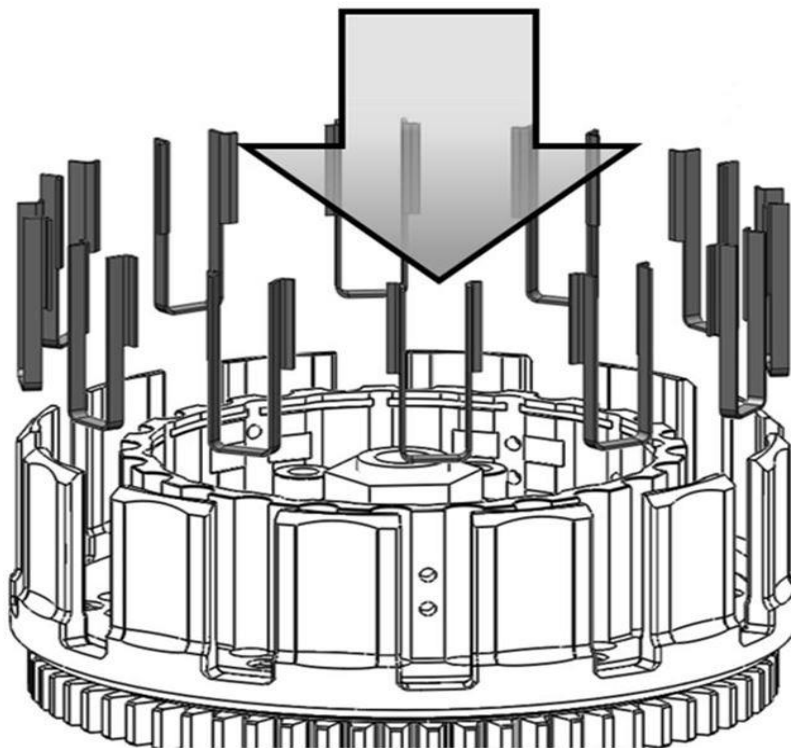


2. Install **ALL** the Rekluse basket sleeves into the basket slots. Make sure the sleeve tabs sit against the inside of the basket, then push the sleeves down until they contact the bottom of the tang slot. See pictures for reference.

Note: *When seated in the basket, the sleeves will stick slightly above flush with the top of the basket. This is normal.*

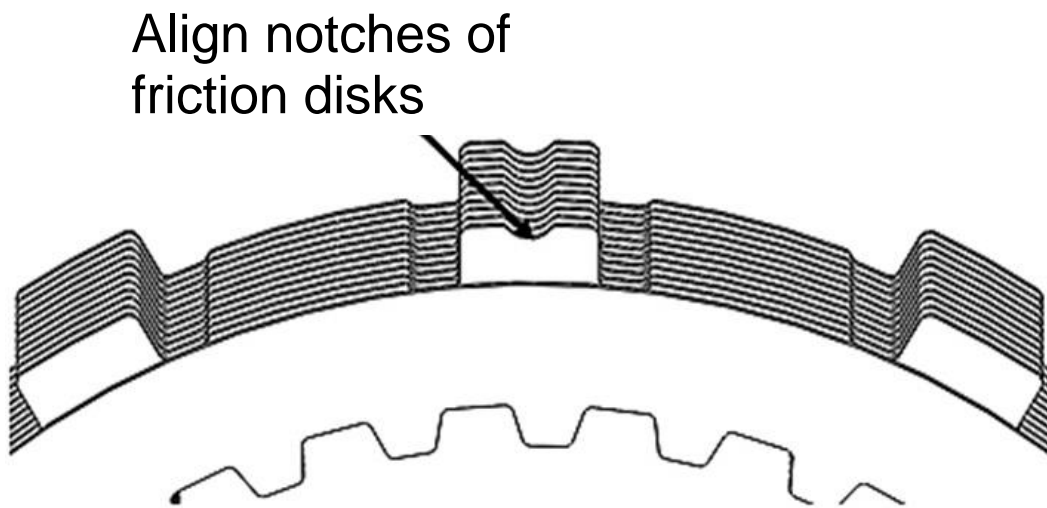


Install all the basket sleeves

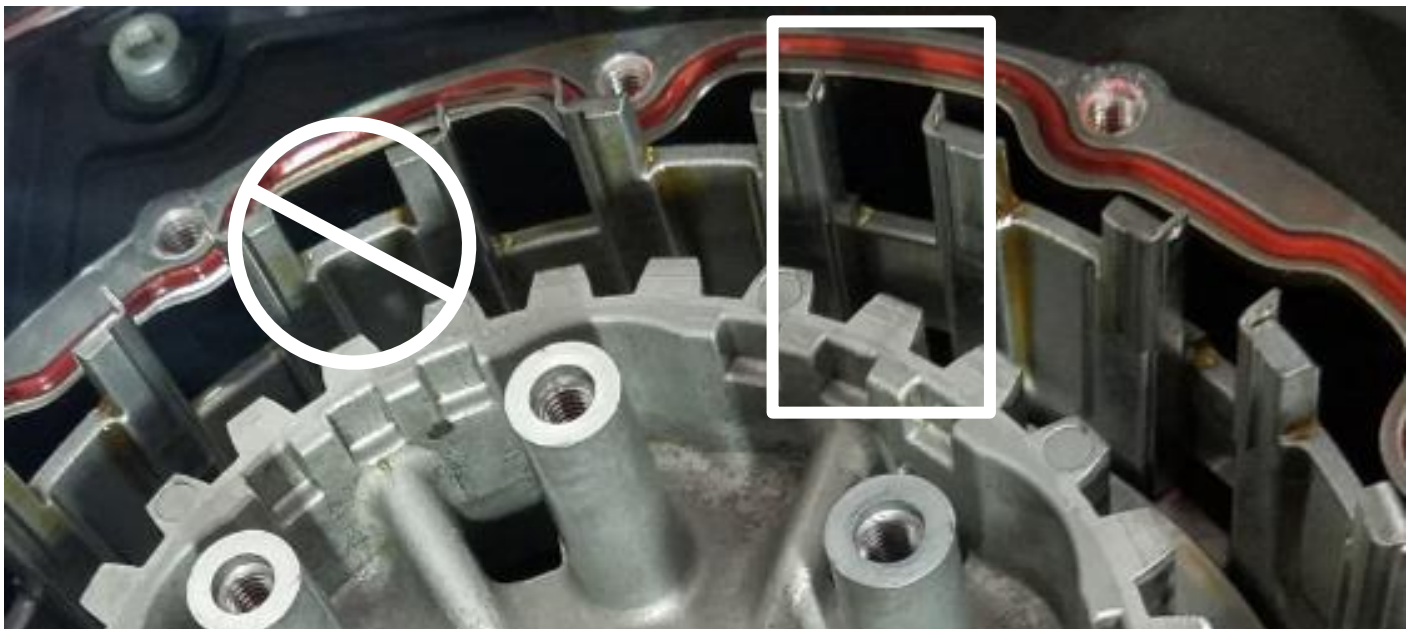


Notes for Clutch Pack Installation:

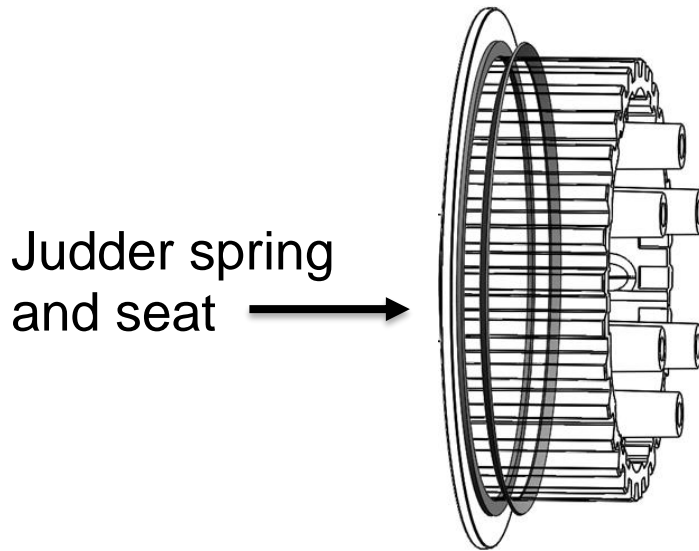
- *When assembling the clutch pack, it is important to line up the alignment notches on the friction disk tabs. Correct alignment is critical for optimal performance.*



- *Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.*
- *Some OE basket have “half slots” at the top of the basket tangs. Rekluse products require the entire clutch pack be installed into the MAIN (deeper) basket slots. Installing the pack in the “half slots” will cause performance issues. See the following picture for reference.*

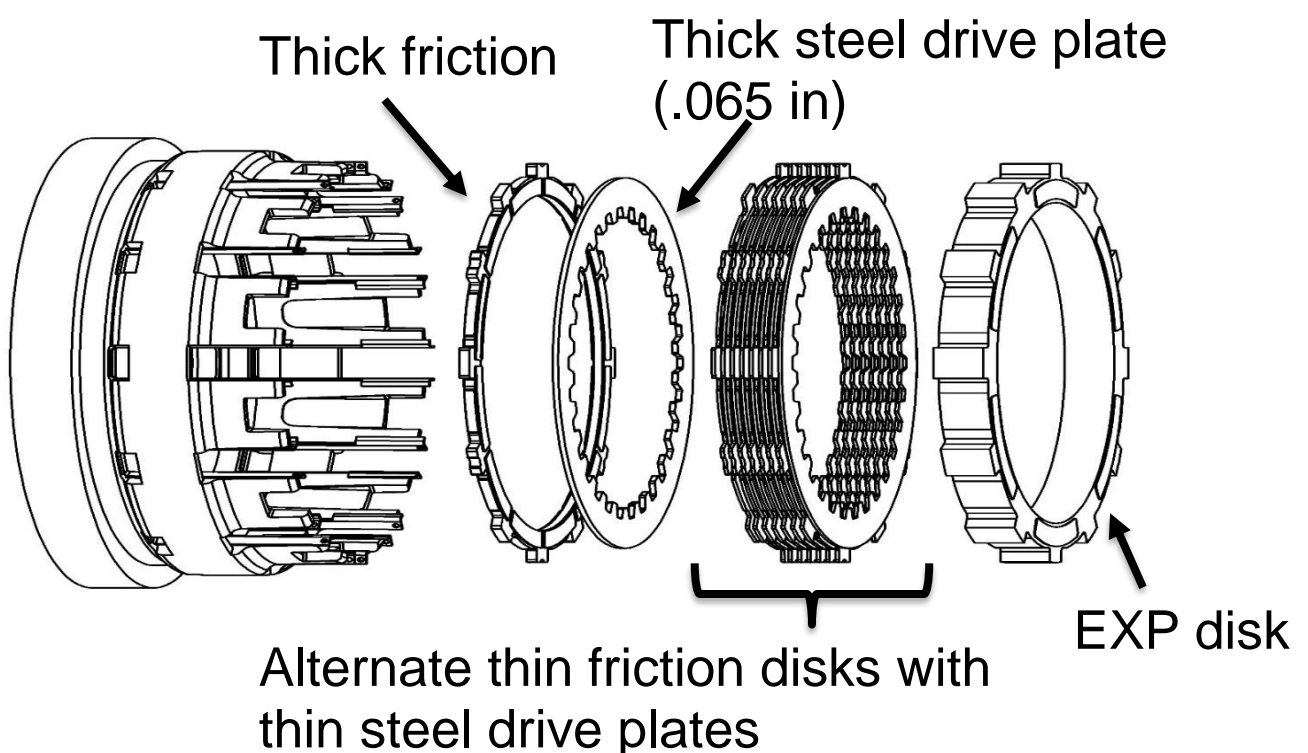


3. Verify that the judder spring and judder seat are installed in the basket. If they were removed, install the judder seat followed by the judder spring (cupped side up).



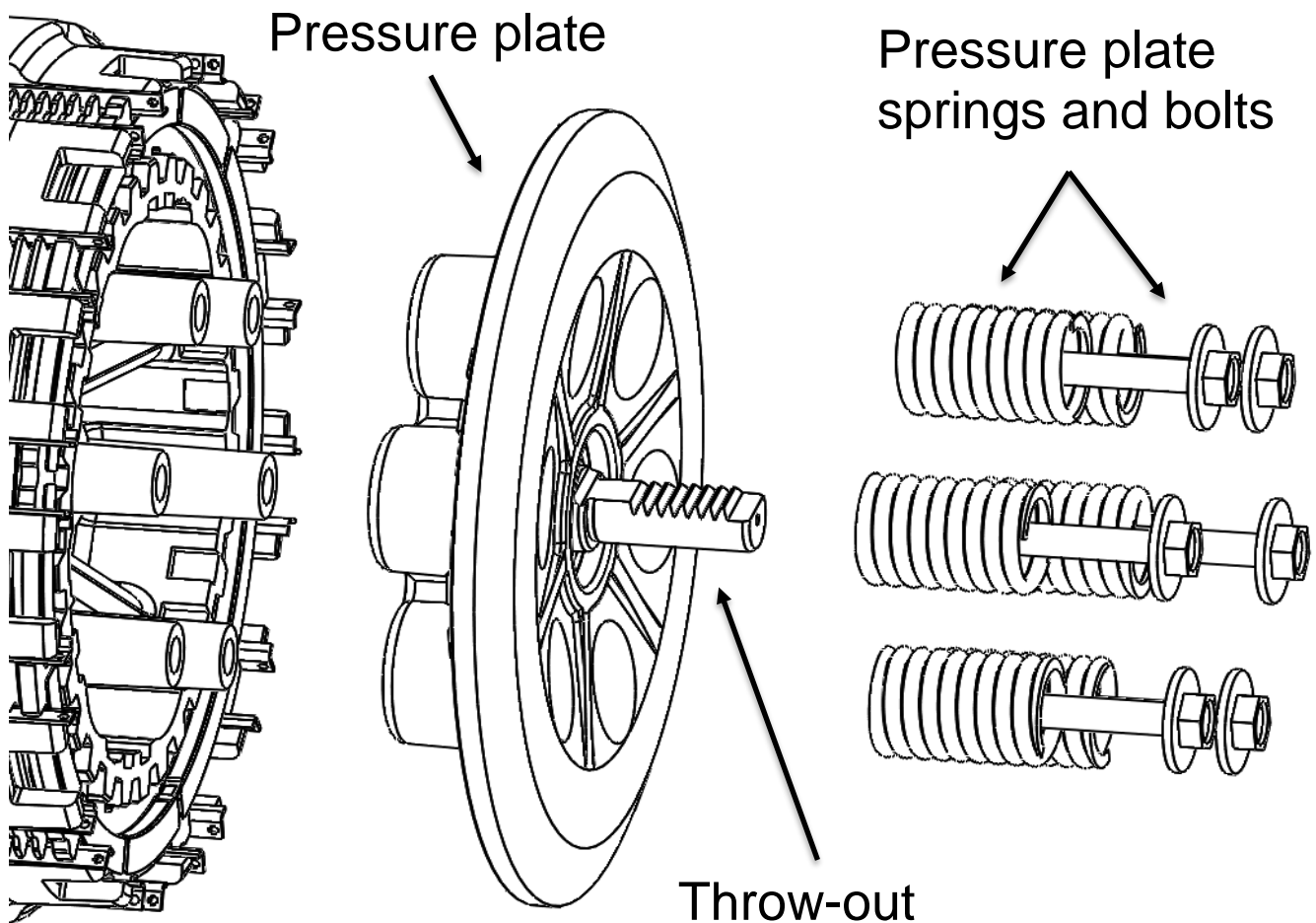
4. Install the thick TorqDrive[®] friction disk, then install the thick steel drive plate (.065 in).
5. Install a thin friction disk next, then alternate thin steel drive plates and thin friction disks for the remainder of the clutch pack. *The assembled clutch pack will end with a steel drive plate.*
6. Install the EXP disk on top of the last steel drive plate with the tab notches aligned with the notches on the clutch pack.

Note: Make sure that the EXP disk is installed in the same basket slots as the clutch pack and not in the “half slots.”



PRESSURE PLATE INSTALLATION

1. Reinstall the throw-out followed by the pressure plate.
2. Reinstall the OE springs and bolts. Torque to OE specifications.

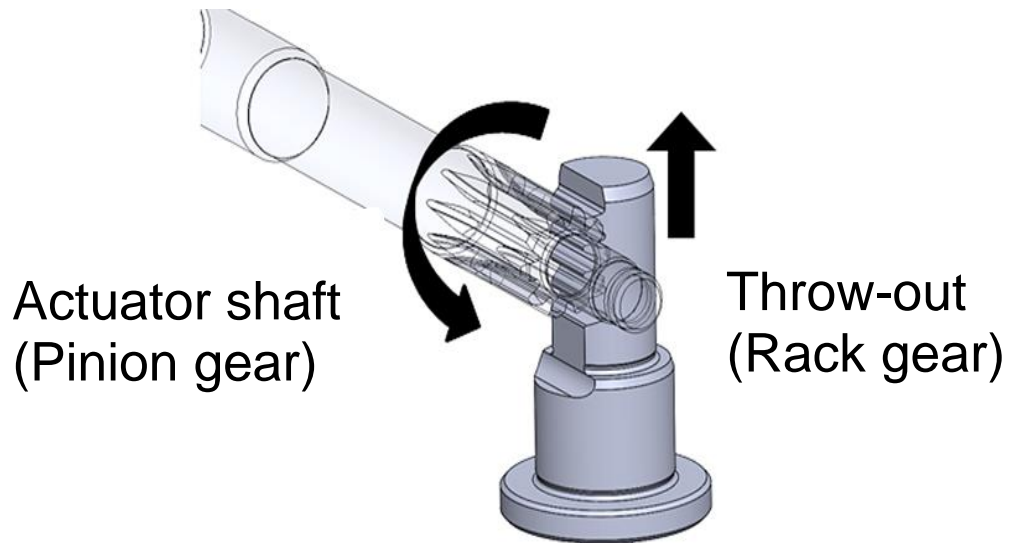


CLUTCH COVER INSTALLATION

Before securing the clutch cover in place or reattaching the clutch cable bracket to the engine, follow the next steps to achieve the correct actuator arm orientation to ensure adequate cable travel during use.

Note: *The clutch actuation mechanism is a rack and pinion system. Because there is limited cable adjustment at the in-line cable adjuster, you will be performing the major adjustment at the actuator shaft (pinion gear).*

1. Align the teeth on the throw-out with the actuator shaft in the clutch cover, then hold the clutch cover in place on the clutch.



2. Check that the actuator arm position is almost aligned parallel with the clutch cover.



a. If the actuator arm is in the correct position, continue with the step 3.

b. If the actuator arm is not parallel to the clutch cover, gently pull the cover off and move the actuator shaft up one more gear tooth on the throw-out. Replace the clutch cover and recheck that the actuator arm position is parallel with the clutch cover.

3. When the actuator arm is in the correct position, lightly tighten the cover bolts in a star pattern. Torque the bolts in small increments before tightening all the bolts to OE specifications.

4. Replace the clutch cable end into the actuator arm clevis.



5. Reinstall the cable bracket to the side of the engine and tighten the 2 engine bracket bolts.



6. Retighten the exhaust header pipe or clamps if they were loosened in the clutch removal step.

Note: An accessory derby cover is available for the Indian Scout. If you purchased the Rekluse derby cover, install the cover now using the OE bolts.



FINISH INSTALLATION

1. On the underside of the bike, use a hex key to replace the two new crush washers and two drain screws, then add oil according to the OE instructions.



SET THE INSTALLED GAP

The installed gap is the separation in the clutch pack created by the tension adjusted into the clutch cable. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement. The gap must be set correctly for optimal performance.

In this bike model, the installed gap is set by lifting the pressure plate a preset amount using cable tension.

1. Use a 10 mm and 12 mm wrench to tighten the clutch cable so until you have stock free play in the clutch lever. *This is your starting point and not the final adjustment.*



2. Continue to tighten the clutch cable 5 or 6 turns past your starting point.

Note: *If you run out of threads on the cable adjuster, remove the clutch cover and readjust the actuation arm as explained in the previous section.*

3. Check Free Play Gain (next section) to adjust the cable tension to its final setting.

CAUTION

Do not ride your bike without adjusting the installed gap. You will not be able to disengage the clutch until you set the installed gap.

CHECK FREE PLAY GAIN

It is very important that you understand how to verify the correct installed gap by checking Free Play Gain.

Setup, break-in, and rechecking the installed gap is CRUCIAL. Failure to properly maintain your installed gap can result in premature wear or failure of your clutch.

The “installed gap” is the free space in the clutch pack when the EXP disk is disengaged (collapsed). This gap allows the clutch to spin freely until the engagement RPM is reached and the EXP disk expands to close the gap and apply pressure to the pressure plate, which in turn drives the motorcycle forward.

The installed gap is what allows the auto function of the product to perform properly. Use the following steps to verify the installed gap by checking Free Play Gain.

⚠ WARNING

Failure to check and verify Free Play Gain can cause failure or damage to this product. Setting the correct installed gap is critical for clutch performance.

Step 1: Learn how to check Free Play Gain

If you are familiar with checking Free Play Gain, check for Free Play Gain then skip to Step 2, “Step 2: Adjust Free Play Gain.”

If Free Play Gain is new to you, follow the instructions below to help you learn this important step. You can also view the video entitled “How to Check Free Play Gain” on our website at www.rekluse.com/support/videos.

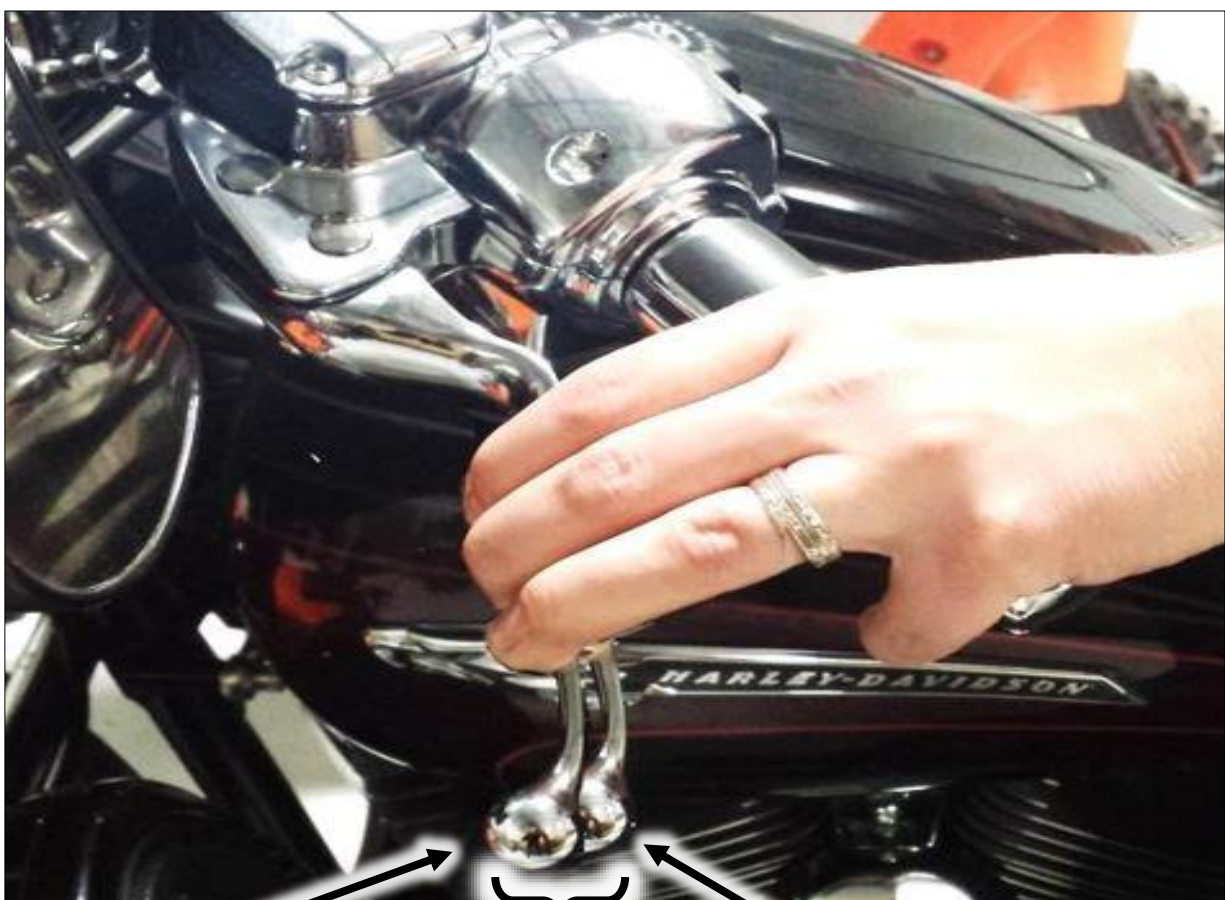
Free Play Gain is different from the “normal” free play (slack) you are used to with your stock clutch. With the Rekluse auto clutch,

Free Play Gain is the result of the EXP disk expanding and lifting the pressure plate to engage the clutch.

Free Play Gain happens when the engine's RPM increases from idle to above approximately 5,000 RPM and the EXP closes the installed gap. The amount of Free Play Gain you feel in the lever corresponds to the amount the pressure plate has been lifted by the EXP disk expansion.

Checking Free Play Gain allows you to externally monitor the installed gap so you can know when to make an adjustment if the installed gap is too large or too small.

The correct installed gap is verified by observing and feeling the increased free play movement in the clutch lever. This extra movement is called "Free Play Gain."



Lever with "slack" removed

Lever position around 4,000 RPM

Free Play Gain
1/8"-1/4" (3 mm-6 mm)
lever movement

If there is too much Free Play Gain, the installed gap is too small. The bike may drag and stall because it has difficulty disengaging the clutch. It may also be difficult to shift. Too much Free Play Gain will not hurt the clutch, but it will negatively affect clutch performance.

With too little or no Free Play Gain, the installed gap is too large. This means when the EXP is fully expanded it does not lift the pressure plate. The clutch may slip and make the bike seem like it is losing power. The bike may not move forward even though the engine RPM increases as if the clutch lever is slightly pulled. Too little Free Play Gain will cause the clutch system to burn up.

Optimal Free Play Gain yields 1/8"-1/4" (3 mm-6 mm) of clutch lever movement, measured at the ball end of the lever. This measurement at the lever correlates to achieving the ideal installed gap.

Two Ways to Check for Free Play Gain

The following steps explain **2 ways** to check Free Play Gain. One way uses the rubber band Rekluse includes in the clutch kit, and one uses your hand. You can use either method to check for Free Play Gain.

Rekluse recommends that you begin with the rubber band method first to check for Free Play Gain and then learn the hand method. The rubber band will help you learn how to recognize Free Play Gain until you are comfortable with the hand method. Learning to check Free Play Gain by hand effectively and comfortably can make it easy to check Free Play Gain every time you ride.

The Rubber Band Method

Use the rubber band method for the initial set up. It can also be used before each ride until you feel comfortable checking the Free Play Gain using the hand method.

⚠ WARNING

BEFORE YOU BEGIN, verify that the bike is in **NEUTRAL** before checking Free Play Gain. Failure to do so may result in the bike lurching forward, and loss of control and/or injury may result.

A Rekluse auto-clutch can make your motorcycle appear to be in neutral when in gear, even when the engine is running and clutch lever released.

Motorcycles equipped with a Rekluse auto-clutch can move suddenly and unexpectedly and cause riders to lose control. To avoid death, serious injury, and/or property damage, always sit on the motorcycle to start it.

- a) Before you begin, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm the engine oil.
- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar grip.



- c) While holding the top end of the rubber band against the handlebar, stretch the band downward, then loop it through itself.



- d) Pull the band through the loop, then attach it to the outside end of the clutch lever. This will take up the initial free play (slack) and put the lever in a position to detect the Free Play Gain.

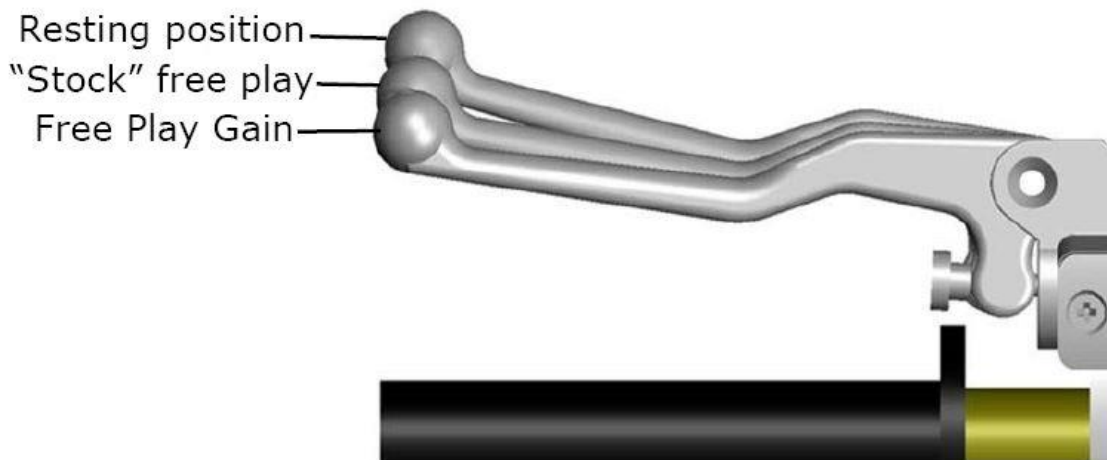


- e) While still in **NEUTRAL**, quickly rev the engine between 5,000-7,000 RPM (1/2 to 3/4 throttle), then let it return to idle.

Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.

Note: *It is very important the motor returns to idle before revving the engine again or Free Play Gain will not be correct.*

- f) When the bike returns to idle, rest your hand across the clutch lever. Rev the engine again to 5,000-7,000 RPM so you can observe the movement while feeling for Free Play Gain with your hand.



The Hand Method

Use the hand method to check Free Play Gain before the start of every ride for optimum performance and longevity of your new clutch.

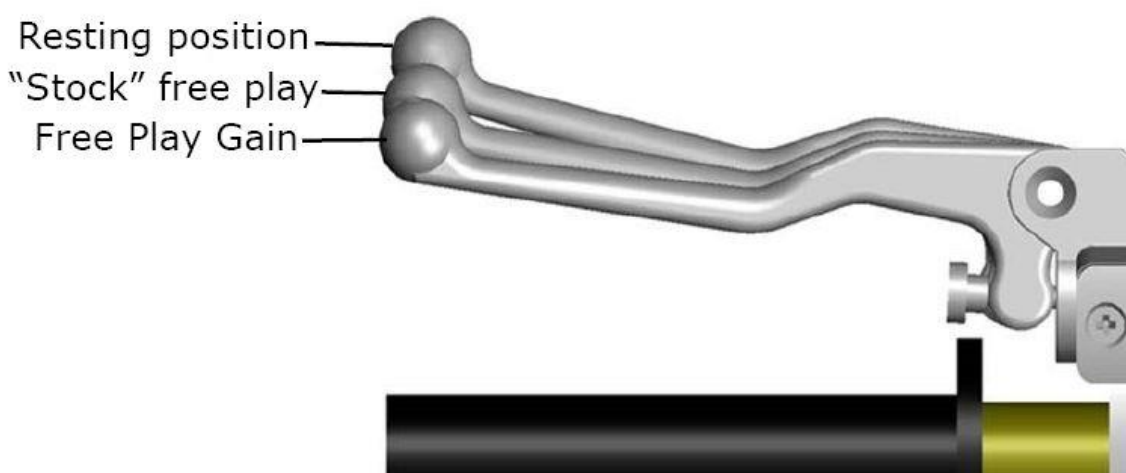
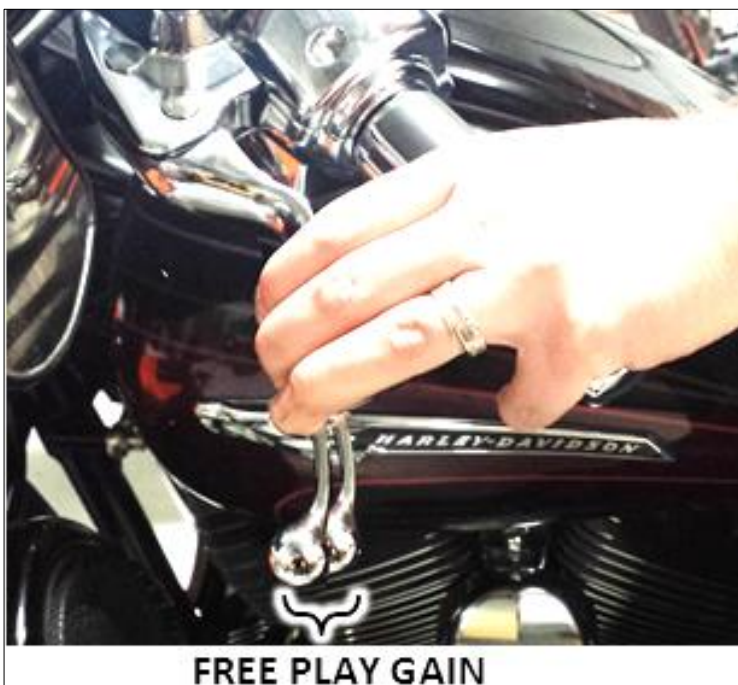
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Motorcycles equipped with a Rekluse auto-clutch can move suddenly and unexpectedly and cause riders to lose control. To avoid death, serious injury, and/or property damage, always sit on the motorcycle to start it.

- a) Before you begin, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm up the engine oil.
- b) With the bike at idle, apply enough pressure to the clutch lever to take up the initial free play (slack) in the clutch lever.
- c) While still in **NEUTRAL**, continue to apply light pressure and quickly rev the engine between 5,000-7,000 RPM (1/2 to 3/4 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.



- d) When the bike returns to idle, rev the engine between 5,000-7,000 RPM a second time to verify the Free Play Gain again.

Step 2: Adjust Free Play Gain

After checking for Free Play Gain, you may need to adjust the installed gap. If Free Play Gain is optimal, continue to step 3, "Notes:

If you are unable to obtain the correct Free Play Gain or you are nearly out of cable adjustment after performing the adjustment, your cable may be worn or stretched from wear or use. If this is the case, purchasing a new cable should provide the necessary performance.

- If the threaded adjuster is maxed-out (meaning you have threaded it out as far as is desirable while maintaining at least 3 threads engaged with the housing) and there is still too much Free Play Gain, readjust the throw-out. Refer to the steps to reorient the actuator shaft (pinion gear) one more tooth COUNTERCLOCKWISE on the throw-out (rack gear).*

Step 3: Break in the new clutch.” If Free Play Gain is not optimal, the installed gap needs to be adjusted.

The installed gap should be fine-tuned in small increments and then recheck Free Play Gain. Refer to the table below to set the proper installed gap based on your Free Play Gain.

Adjust the Installed Gap

Symptom	Reason	Solution
<ul style="list-style-type: none"> • Clutch lever moves in too far (too much Free Play Gain) • Clutch has excessive drag or stalls • It is difficult to fully override the clutch with the lever 	<p>Installed gap is too small</p>	<p>Tighten the cable: increase the length of the in-line cable adjuster housing until the correct amount of Free Play Gain is achieved.</p> <p>Recheck Free Play Gain.</p>
<ul style="list-style-type: none"> • Clutch lever only moves slightly or does not move at all (too little Free Play Gain) • Clutch slips • Bike seems to lose power 	<p>Installed gap is too large</p>	<p>Loosen the cable: Reduce the length of the cable housing (collapse the adjusters) until the correct amount of Free Play Gain is achieved.</p> <p>Recheck Free Play Gain.</p>

Notes:




- *If you are unable to obtain the correct Free Play Gain or you are nearly out of cable adjustment after performing the adjustment, your cable may be worn or stretched from wear or use. If this is the case, purchasing a new cable should provide the necessary performance.*
- *If the threaded adjuster is maxed-out (meaning you have threaded it out as far as is desirable while maintaining at least 3 threads engaged with the housing) and there is still too much Free Play Gain, readjust the throw-out. Refer to the steps to reorient the actuator shaft (pinion gear) one more tooth COUNTERCLOCKWISE on the throw-out (rack gear).*

Step 3: Break in the new clutch

Once you install your new clutch, it is important to break it in. A series of roll-on starts are used to break in the clutch. Follow these procedures for breaking in your clutch and any time new friction disks, EXP bases, Teflon pads, or wedges are installed.

⚠ WARNING

Failure to follow the break-in procedure and oil screen inspection process could cause motor oil delivery failure, which can result in motor failure, serious injury, or death.

Break-in Procedure	Number of times
1. Warm up the bike for 2-3 minutes. With the bike in NEUTRAL and your hand off of the clutch lever, rev the engine 10 times, being sure to let it return to idle between each rev cycle.	
2. With the engine still running, pull in the clutch lever, then shift the bike into 1 st gear. Slowly release the clutch lever. The bike should stay running and in place, or have a slight amount of forward creep.	
3. With the bike idling in first gear, slowly apply throttle to begin moving.	15 roll-on starts
4. Without using the clutch lever, accelerate moderately to around ½ throttle to fully engage the clutch. Release the throttle and come to a complete stop. Repeat 15 times.	Continued on next page 

Note: *If the engine wants to stall or the creep is excessive, the idle may be too high or the installed gap may be too small. Make necessary adjustments before proceeding.*

1. Place the bike in **NEUTRAL** and recheck Free Play Gain and adjust the installed gap until the clutch lever is 1/8" (3 mm).



Recheck Free Play Gain and adjust the installed gap

Note: *Your clutch pack will expand with heat, so final adjustment to Free Play Gain should be made when the bike is warm. Remember not to ride without sufficient Free Play Gain.*

⚠ CAUTION

Do not perform 2nd and 3rd gear starts with this product. Always keep the motorcycle in first gear when taking off from a stop. Taking off from a higher gear can cause premature clutch wear and damage the product.

MAINTENANCE

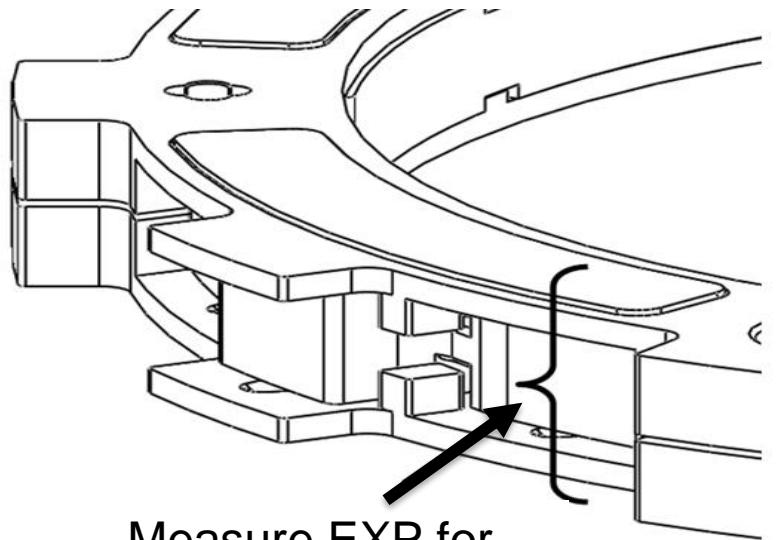
To keep your clutch performing at its best, perform regular maintenance on your bike and clutch.

- Keep up with regular oil changes according to the bike manufacturer's recommendations. Clutch performance and longevity depend on oil quality.
- Oil recommendations can be viewed under Tech Tips on our website at www.rekluse.com/support/videos/atv-mc-support-videos.

- Inspect all of your clutch parts for signs of wear or excessive heat, and replace components as necessary. This includes your basket sleeves and dampers. Clutch wear is dependent on the riders use.

Maintenance Protocol	Maintenance Intervals
Check and verify Free Play Gain	Every ride
Inspect all clutch parts for excessive wear or heat. Replace as needed.	Refer to OE service manual
Change oil, inspect and clean oil screen	Refer to OE service manual

- Measuring the clutch pack and/or the EXP disk can help determine if the components need replacing.
- Repeat the break-in procedure anytime you replace the frictions disks. Always soak friction disks in oil for at least 5 minutes before installing.



Measure EXP for allowable thickness
0.420" (10.67 mm)

- Replace friction disks if they measure below specifications or if the disks are glazed and/or burnt.
- Replace the drive plates if they show signs of excessive heat.
- Nominal clutch pack height (Measure steel drive plates, friction disks, and EXP together):
 - **Minimum=1.540 in**
 - **Maximum=1.620 in**

Disk inspection examples

When inspecting the clutch pack, the following pictures can be used as a reference. **These are best viewed in color by viewing this install document on www.rekluse.com/support.**

Drive Plates – If the clutch pack is getting high amounts of heat, purple, blue, or black color can be seen on the drive plate teeth. See pictures below. Not all drive plates look the same and may look different than pictured.



Normal Heat

High Heat
(Blue)

Excessive Heat
(Black)

Friction Disks – Due to the dark color of the friction material, the friction disks will appear almost black as soon as they are put in oil. During inspection, look for glazing of the friction material. Glazing will appear shiny and feel like glass, even after oil is cleaned from the friction disk. Not all friction disks look the same and may look different than pictured.



Normal Friction



Glazed Friction

TROUBLESHOOTING

Performance issues

If you find yourself constantly adjusting free play or adjusting for drag, the clutch disks might be worn. Excessive heat or clutch slip can cause premature clutch failure as well. Once extreme temperatures are reached, irreversible damage will occur.

- Inspect all of your clutch parts for signs of wear or excessive heat, and replace components as necessary. Clutch wear is dependent on the riders use.
- Measuring the clutch pack can help determine if the components need replacing.

Clutch Drag:

If drag occurs only while the bike is cold, oil is the most likely cause. Be sure to warm up the bike before riding and/or racing. Use of lighter weight oil can help to minimize cold drag.

Clutch Slip:

If clutch slip occurs, inspect the clutch for signs of wear or heat.

EXP TUNING OPTIONS

Adjusting the engine idle speed to match your engagement setting is important and greatly affects the overall feel of how the EXP disk engages.

You can tune the engagement RPM of the EXP disk by changing the spring configuration. The EXP disk comes set with the recommended “**Medium**” setting from Rekluse, assuming idle RPM = 1050. If your idle is higher than 1050 RPM, it may be best to install the “High” spring setting. Likewise, a low idle may benefit from a low spring setting. See the following chart for settings.

Engagement settings	Spring configuration
Low	6 Blue springs
Medium	3 Blue springs / 3 Gold springs
High	6 Gold springs

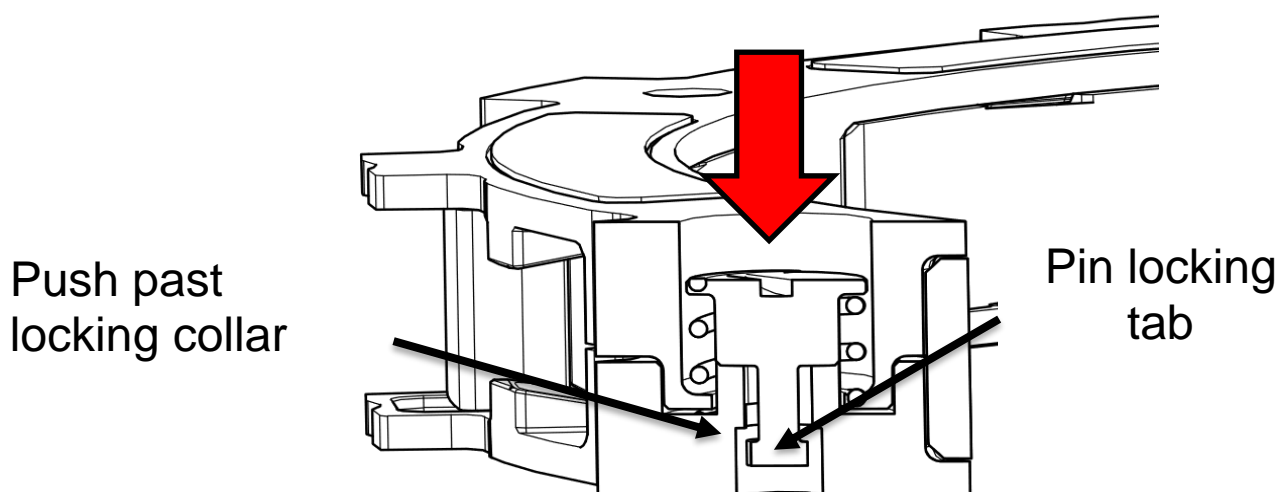
To prevent freewheeling and maximize engine braking, set the idle so there is a slight amount of drag while the bike is idling in gear and warmed up. The idle should not be so high as to move the bike forward in gear with the throttle closed.

With correct Free Play Gain and the bike in gear, the bike should move forward under slight opening of the throttle. If not, one of the following symptoms is likely:

- **HIGH IDLE:** The bike moves forward with the throttle fully closed. Solution: reduce idle RPM.
- **LOW IDLE:** The bike moves forward after engine RPM becomes noticeably higher than idle RPM. Solution: increase idle RPM.

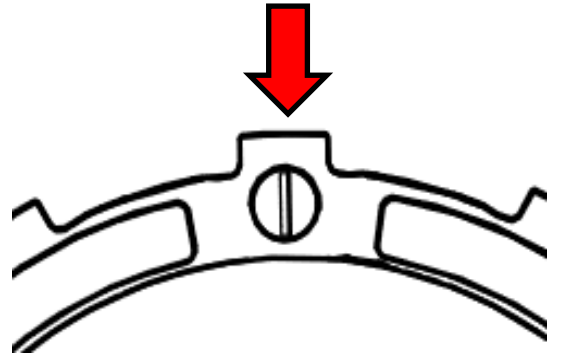
Changing the springs

1. Using a flat-blade screwdriver, push the ¼ turn pin in far enough for the locking tab to push out of the locking collar.
2. With the pin still pushed past the locking collar, turn 90° to remove the pin and spring.

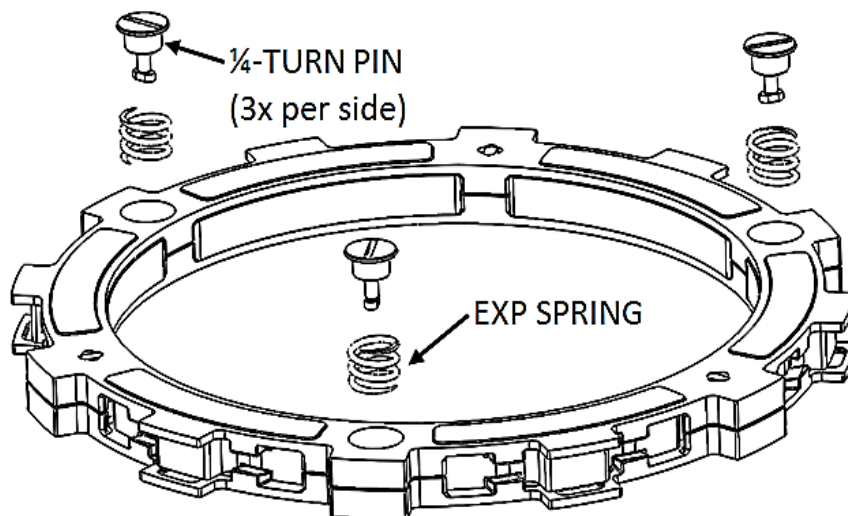


3. Remove the remaining 2 pins and springs from the same side of the EXP base.
4. Drop a new spring into the spring slot on the base, then add the ¼ turn pin.

NOTE: Lining up the slot in the pin with the tab in the EXP will align the pin in proper position for locking the pin.



5. Push the turn pin in far enough to clear the locking collar, then turn 90° and release the pin. The pin should sit almost flush with the EXP base.
6. Flip the EXP friction disk over, and repeat on the other side depending on engagement preference.

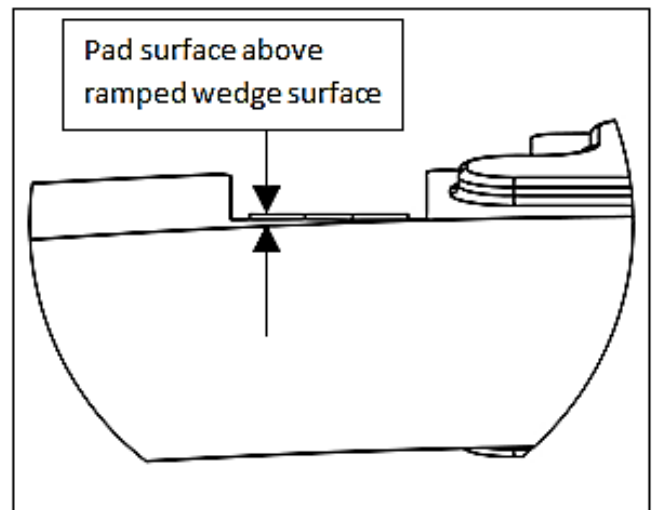
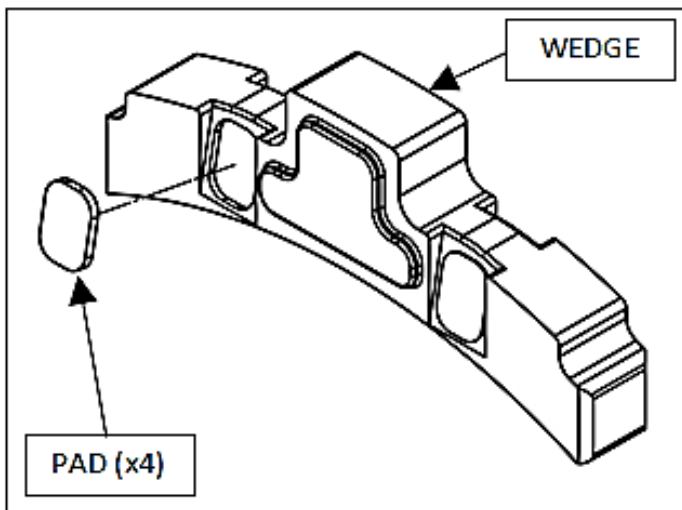


7. If you need to disassemble the EXP disk, you can watch the video on our website under Tech Tips at www.rekluse.com/support/videos/atv-mc-support-videos.

Note: To maintain even pressure, when using two different color spring sets, install one set of 3 on one side of the EXP and the remaining set of 3 on the other side.

⚠ CAUTION

If you disassemble the EXP, the Teflon pads may fall out or be stuck to the ramp surfaces of the EXP bases. Take care to ensure all pads are correctly placed into wedge pockets using gentle pressure to avoid damage to the pad surfaces before reassembling the EXP. Properly seated pads will be secured in place once the EXP is reassembled. Operating the clutch without the pads in place will cause part damage or failure.



BUMP-STARTING

1. Use the perch adjuster or in-line cable adjuster to remove cable tension until you have lever free play (slack).
2. Bump-start the bike. The clutch will function like a manual clutch at this point, but the clutch will not be fully overrideable at high RPM.
3. Once the vehicle is running, readjust the cable tension to properly set the installed gap using Free Play Gain.

⚠ CAUTION

It is not recommended to ride any further than necessary with the clutch's installed gap collapsed.

NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Frequently Asked Questions

www.rekluse.com/faq

Support Videos

www.rekluse.com/support/videos

Phone

(208) 426-0659

Technical Support

Contact Technical Support for questions related to product installation, tuning, and performance.

Technical Support hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: tech@rekluse.com

Customer Service

Contact Customer Service for additional product information, orders, and returns.

Customer Service hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: customerservice@rekluse.com

